



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

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Jacksonville, FL 32203  
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July 1, 2025

The Honorable Kevin Carrico  
The Honorable Joe Carlucci, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, FL 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2025-365/Application No. L-6039-25C**

Dear Honorable Council President Carrico, Honorable Council Member and LUZ Chairman Carlucci and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2025-365 on June 20, 2025.

P&DD Recommendation                      APPROVE

PC Issues:                                      None

**PC Vote:                                      5-0 APPROVE**

Michael McGowan, Chair	Aye
Lamonte Carter	Absent
Amy Yimin Fu	Absent
Charles Garrison	Aye
Dorothy Gillette	Aye
Julius Harden	Absent
Moné Holder	Absent
Ali Marar	Absent
Tina Meskel	Aye
Lara Dietrich (alternate)	Aye

Planning Commission Report  
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If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



**Helena A. Parola, MAURP**  
***Chief of Community Planning***

City of Jacksonville - Planning and Development Department  
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Jacksonville, FL 32202  
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**Report of the Jacksonville Planning Department**

**Small-Scale Future Land Use Map Amendment – June 13, 2025**

**Ordinance/Application No.:** 2025-365 / L-6039-25C

**Property Location:** 0 Old Plank Road, at the northwest corner of Old Plank Road and Bulls Bay Highway

**Real Estate Number(s):** 006217-1000 (portion)

**Property Acreage:** 1.27 acres

**Planning District:** District 5, Northwest

**City Council District:** District 12

**Applicant:** Mike Sittner  
Driver, McAfee, Hawthorne, & Diebenow, PLLC

**Current Land Use:** Neighborhood Commercial (NC)

**Proposed Land Use:** Low Density Residential (LDR)

**Development Area:** Suburban Development Area

**Current Zoning:** Commercial Neighborhood (CN)

**Proposed Zoning:** Residential Low Density-60 (RLD-60)

**RECOMMENDATION:** **APPROVE**

**APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

1.27 acres was to be sold to Gate for a new gas station and was rezoned, but the rest of the parcel is RLD-60. They did not purchase the parcel and would like to return zoning RLD-60 for the entire parcel.

**BACKGROUND**

The subject site is located at the northwest corner of Bulls Bay Highway and Old Plank Road, both collector roads, within the Suburban Development Area. The approximately 1.27 acre site is a portion of a larger, 3.33 acre parcel; the entire parcel is currently vacant. While the 1.27 acre subject site has a land use designation of NC, the remainder of the site is designated as LDR. The proposed amendment would unify the land use designations for the parcel under one category.

The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan to amend the land use designation of the subject site from NC to LDR in the Suburban Area, with a

companion rezoning application from CN to RLD-60 to develop residential uses on the parcel. The companion rezoning, Ordinance 2025-366, is pending concurrently with this application.

The majority of the land surrounding the subject site is designated as LDR land use, with single-family residential uses being the predominant development typology. Approximately ¼ of a mile to the north of the subject site are industrial uses along Bulls Bay Highway. About ½ a mile to the east of the subject site is the Bulls Bay Preserve and conservation land associated with the Cedar River, and south of the amendment site is Thomas Jefferson Park and Thomas Jefferson Elementary School. Diagonal across the Old Plank/Bulls Bay intersection is a parcel designated as NC land use, where a 4-pump gas station and convenience store are currently located.

More specific uses along with the zoning and land use categories are listed below.

**The adjacent land use categories, zoning districts and property uses are as follows:**

**North:** Land Use: LDR and Heavy Industrial (HI)  
Zoning: RLD-60, Residential Rural-Acre (RR-Acre), and Industrial Heavy (IH)  
Property Use: Single-family residential, Culvert supplier, Auto parts retail, and Junkyard

**South:** Land Use: LDR, Public Buildings and Facilities (PBF), and Community / General Commercial (CGC)  
Zoning: Residential Low Density-100A (RLD-100A), Planned Unit Development (PUD 1988-0087), RR-Acre, and PBF-1  
Property Use: Single-family residential, School and recreation fields, and Grocery store

**East:** Land Use: LDR, NC, and Conservation (CSV)  
Zoning: RLD-60, CN, PBF-1, and CSV  
Property Use: Single-family residential, Gas station, Clinic, and Bulls Bay Preserve/conservation land

**West:** Land Use: LDR  
Zoning: RLD-60, RLD-100A, and PUD  
Property Use: Single-family residential

**IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy

1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

### Land Use Amendment Impact Assessment - Application Number L-6039-25C

Development Analysis (1.27 Acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Corner of Old Plank Rd and Bulls Bay Hwy (both collector roadways)	
Plans and/or Studies	NW Vision Plan	
Site Utilization	Current: Vacant	Proposed: Single-family residential
Land Use / Zoning	Current: NC / CN	Proposed: LDR / RLD-60
Development Standards for Impact Assessment	Current: Scenario 1: 0.45 FAR Scenario 2: 20 DU/Ac	Proposed: 5 DU/Ac
Development Potential	Current: Scenario 1: 24,894.5 sq ft. Scenario 2: 25 units	Proposed: 6 units
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 6 dwelling units Scenario 2: Decrease of 19 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 24,894.5 sq ft Scenario 2: N/A	
Population Potential	Current: Scenario 1: N/A Scenario 2: 58 people	Proposed: 15 people
Public Facilities Impacts		
Potential Roadway Impact	Scenario 1: Zero net new daily trips Scenario 2: Zero net new daily trips	
Potential Public School Impact	De minimus	
Water Provider	Private well	
Potential Water Impact	Scenario 1: Increase of 351.28 gpd Scenario 2: Decrease of 4,279 gpd	
Sewer Provider	Septic	
Potential Sewer Impact	Scenario 1: Increase of 263.46 gpd Scenario 2: Decrease of 3,209.3 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 24.23 tons per year Scenario 2: Decrease of 49.4 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	59 – 61 feet	
Drainage Basin/Sub-basin	Ortega River / Cedar River	
Groundwater Aquifer Recharge Area	0 – 4” recharge area	
Land Cover	4340: Upland mixed coniferous/hardwood	
Recreation and Parks	Thomas Jefferson Park	
Wellhead Protection Zone	No	

<b>Development Analysis (1.27 Acres)</b>	
Coastal High Hazard Area (CHHA)	No
Flood Zones	No
Soils	32 (Leon fine sand, 0-2 percent slopes)
Wetlands	No
Wildlife ( <i>applicable to sites greater than 50 acres</i> )	N/A
<b>Historic Features</b>	
Archaeological Sensitivity	Low
Cultural Resources	No
Historic District	No
<b>Land Use &amp; Zoning Features</b>	
Industrial Preservation Area	No
Adaptation Action Area	No
<b>Transportation Features</b>	
Airport Environment Zone	300' ht and hazard zone, 60 DNL, military notice zone, and lighting regulation zone for OLF Whitehouse
Mass Transit Access	None
Evacuation Zone	Zone F

### **Utility Capacity**

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The subject site is currently not connected to centralized water and sewer per the JEA availability letter, dated February 20, 2025, that was included in the companion rezoning application. According to the letter, JEA does not have a water main or sewer main available within ¼ mile of the subject property at this time.

The maximum gross density for LDR in the Suburban Area shall be seven (7) units per acre when full urban services are available to the site and there shall be no minimum density; except as provided below.

- The maximum gross density shall be two (2) units per acre and the minimum lot size shall be ½ of an acre when both centralized potable water and wastewater are not available.
- The maximum gross density shall be four (4) units per acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available

## Future Land Use Element

### Policy 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
  - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
  - b. Each lot is a minimum of 1/2 acre unsubmerged property.
  - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

## Transportation

The subject site is 1.27 acres and is located on Old Plank Road, a collector road. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Neighborhood Commercial (NC) to Low Density Residential (LDR).

### **Comprehensive Plan Consistency:**

The Trip Generation Analysis is consistent with most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

### Transportation Element

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### **Trip Generation Estimation:**

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current NC land use would result in 1,356 or 169 trips, depending on the scenario. If the land use is amended to allow for this proposed LDR development, this will result in 57 daily trips in both scenarios.

### **Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment is zero net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A

## Trip Generation Estimation Scenarios

Current Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
NC – non-residential	822	24,894.5 SF	$T = 54.45 (X) / 1000$	1,356
		<b>Total Trips for Existing Land Use 1</b>		1,356
Current Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
NC - residential	220	25 DUs	$T = 6.74 (X)$	169
		<b>Total Trips for Existing Land Use 2</b>		169
Proposed Land Use Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
LDR	210	6 DUs	$T = 9.43 (X)$	57
		<b>Total Trips for Proposed Land Use- Scenario 1</b>		57
Proposed Land Use Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Daily Trips
LDR	210	6 DUs	$T = 9.43 (X)$	57
		<b>Total Trips for Proposed Land Use- Scenario 2</b>		57
		<b>Scenario 1 Difference in Daily Trips</b>		-1,299
		<b>Scenario 2 Difference in Daily Trips</b>		-112

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

### **School Capacity**

While the proposed amendment includes a residential component, the site will generate 20 residential units or less. Therefore, the proposed development will have a de minimis impact on school capacity.

### **Aquifer Recharge**

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

### **Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)**

Policy 1.2.3      The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of

the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

- Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridan Aquifer Recharge GIS grid coverage.

### **Airport Environment Zone**

#### ***Height Restriction Zone***

The site is located within the 300-foot Height and Hazard Zone for OLF Whitehouse. Zoning will limit development to a maximum height of 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

### **Future Land Use Element**

- Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

- Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

### *Notice Zone*

The site is also located in a Military Influence Zone for OLF Whitehouse. Military Influence Zones are known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the 150-foot height and hazard zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones. They apply to NAS Jacksonville, NS Mayport, and OLF Whitehouse.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

### Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

### *Noise Zone*

The amendment site is located within the 60-64.99 Day-Night Sound Level (DNL) zone for OLF Whitehouse. Future Land Use Element (FLUE) Policy 2.6.9 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

### Future Land Use Element

Policy 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

Policy 2.6.13 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

### *OLF Whitehouse Lighting Regulation Zone*

This site is in the Lighting Regulation Zone for OLF Whitehouse. In accordance with 656.1005.2(d)(6), all artificial lighting equipment, including but not limited to flood lights and search lights, whether temporary or permanent installations, shall have positive optical controls so that no light is emitted above the horizontal plane. No building permit shall be granted in this zone unless this requirement has been met.

### Future Land Use Element

Policy 2.6.15 In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

### Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

### Evacuation Zone

The subject site is within Evacuation Zone F. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's response (see below), it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible.

### EPD Response:

The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6039-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding Evacuation Zone D, Zone E, and Zone F's nearest evacuation route along Old Plank Road to I-295 (2.35 road miles), and the estimated reduction in new daily trips generated by the proposed land use amendment of 1.27 acres from Neighborhood Commercial (NC) to Low Density Residential (LDR) use.

Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

#### Conservation /Coastal Management Element (CCME)

Policy 7.1.6      The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

### **PROCEDURAL COMPLIANCE**

The required notices of public hearing signs were posted on May 9, 2025, evidenced by the notarized Notice of Public Hearing Sign Posting Affidavit and pictures of the posted signs submitted by the applicant. Thirty-one (31) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on June 2, 2025. No one from the public attended the meeting.

### **CONSISTENCY EVALUATION**

#### **Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies**

#### Future Land Use Element (FLUE)

##### *Development Area*

*Suburban Area (SA):* The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as defined in the Comprehensive Plan.

Goal 1              To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Objective 1.1      Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs,

intergovernmental coordination mechanisms, and public/private coordination.

Policy 1.1.21

Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22

Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system, and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or

wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
  - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
  - b. Each lot is a minimum of ½ acre unsubmerged property.
  - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Objective 3.1      Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.

#### Property Rights Element

Goal 1              The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1      Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1        The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2        The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Category Description within the Future Land Use Element (FLUE), Neighborhood Commercial (NC) is primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods in order to reduce the number of Vehicle Miles Traveled. The maximum gross density allowed within the NC category in the Suburban Development Area is 20 units per acre, with no minimum density. In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Medium Density Residential (MDR) without such services.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Area is intended to provide for low density residential development. Principal uses in the LDR land use category include, but are not limited to, single-family and multi-family dwellings and commercial retail sales and service. The maximum gross density in the Suburban Area shall be seven (7) units/acre when full urban services are available to the site and there shall be no minimum density. The maximum gross density shall be 2 units per acre and the minimum lot size shall be 1/2 of an acre when both centralized potable water and wastewater services are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be 1/4 of an acre if either one of centralized potable water or wastewater services are not available.

The subject site is located at the northwest corner of Bulls Bay Highway and Old Plank Road, both collector roads, within the Suburban Development Area. The approximately 1.27 acre site is a portion of a larger, 3.33 acre parcel. While the 1.27 acre subject site has a land use designation of NC, the remainder of the site is designated as LDR. The majority of the land surrounding the subject site is designated as LDR land use, with single-family residential uses being the predominant development typology. Approximately 1/4 of a mile to the north of the subject site are industrial uses along Bulls Bay Highway. About 1/2 of a mile to the east of the subject site is the Bulls Bay Preserve and conservation land associated with the Cedar River, and south of the amendment site is Thomas Jefferson Park and Thomas Jefferson Elementary School. Diagonal across the Old Plank/Bulls Bay intersection is a parcel designated as NC land use, where a 4-pump gas station and convenience store are currently located.

The subject site is currently not connected to centralized water and sewer per the JEA availability letter, dated February 20, 2025, that was included in the companion rezoning application. According to the letter, JEA does not have a water main or sewer main available within 1/4 mile of the subject property at this time. Because both centralized

potable water and wastewater are not available, the maximum gross density shall be two (2) units per acre and the minimum lot size shall be ½ of an acre. Given the density limitations pursuant to the LDR land use category, the proposed land use amendment is consistent with FLUE Policy 1.2.8.

The proposed amendment to LDR would result in a land use pattern that is compatible with the surrounding residential development and would also allow for the development of an underutilized property for additional housing options in the Northwest Planning District. If approved, the proposed LDR land use amendment would increase the total amount of LDR designated land for residential development needed to accommodate future growth through the planning timeframe of the 2045 Comprehensive Plan. Therefore, the amendment is consistent with FLUE Goal 1, Objective 1.1, Objective 3.1, and Policies 1.1.21 and 1.1.22.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

### **Vision Plan**

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. The Northwest Planning District of Jacksonville embraces a variety of new growth opportunities from strengthening neighborhoods, protecting rural character and open space, focus on creating centers, establishing minimum standards, connecting centers, and maintaining the viability of airfield operations. The proposed amendment to LDR will support Theme 1: Strengthen existing neighborhoods and create new neighborhoods of the vision plan. With the addition of single-family homes, the housing stock in the city will continue to rise.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and create a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

## Location, Current Land Use, and Utilization Map

